THE DAILY NEWS

Largest Circulation.-THE DAILY NEWS BEING THE NEWSPAPER OFFICIALLY RE-COGNIZED AS HAVING THE LARGEST CIR-CULATION IN THE CITY OF CHARLESTON. PUBLISHES THE LIST OF LETTERS REMAIN ING IN THE POSTOFFICE AT THE END OF EACH WEEK, ACCORDING TO THE PROVIS-IONS OF THE NEW POSTOFFICE LAW.

LOCAL MATTERS.

THE NEWS JOB PRINTING OFFICE.

Office of The News, { Charleston, S. C., April 24, 1869. } The undersigned, proprietors of THE THE NEWS JOB OFFICE, in THE NEWS building.

No. 149 East Bay, third floor. Arrangements will at once be made for the purchase of additional presses and material of end of the city to the other there is heard the the latest and most improved styles, and the hum of busy preparation. Nor is this at all undersigned are now prepared to execute all job printing that may be entrusted to them as expeditiously, neatly and cheaply as it can be of our city. They represent every interest and doue anywhere in the South.

RIORDAN, DAWSON & Co.

MEETINGS THIS DAY. Delta Lodge of Perfection, at half-past 7 P. M. South Carolina Lodge, at 8 P. M.

AUCIION SALES THIS DAY. MILES DRAKE will sell, at 10 o'clock, at his store, corner King and Liberty-streets, clothing, dry goods and hats.
N. Hunt & Son will sell at 10 o'clock, at their Salesroom, Meeting-street, boots, shoes, &c.

R. M. MARSHALL & BROTHER will sell at helf-past 10 o'clock, at their office, Broadstreet, horses, mules &c.

DEESS GOODS .- Messrs. Stoll, Webb & Co. inform the ladies in our columns to-day, that they have a case of dress goods from auction, which they will sell at twenty cents at retail.

THE IMPORTANT SALE Of Porto Rico sugar and molasses, by Messrs. Risley & Creighton, is postponed until next Saturday. See adver-

STRUCK BY LIGHTNING .- During the sever thunder storm of Monday night, Steepleman Kelly, at the Orphan House, was struck by lightning, and his arm and side so benumbed that he had to be carried home. Yesterday he was doing well.

THE NEW POLICE UNIFO: M .- Yesterday the policemen appeared on the parade in their new uniform of blue fiannel, with felt hats, patent leather belts and silver clasps and ebony clubs. They presented quite a creditable appearance, and were commendably attentive in the dis charge of their duties.

THE FAIR of the Washington Light Infantry Charitable Association begins to loom up prominently as the great local event of the near future. The ladies in charge will meet at Hibernian Hall this (Wednesday) afternoon, at five o'clock, to draw for the tables, and complete their arrangements.

Fire.-This morning, about one o'clock, a fire occurred in a small cigar store on the west side of King-street, a few doors north of George-street, doing slight damage, principally the flooring. It was soon extinguished by the engines, which were quickly on the spot.

THAT TRUMPET,-We are requested to an nounce that the following gentlemen have consented to serve as a committee to count the ballots to be cast for the trumpet to be voted for at the orphan's entertainment now going Is founded upon the assumption that the most on, viz: T. Huchet, Esq., W. J. Magrath, Esq., valuable company in the Department, all things E. Fourgeaud, Esq. The Washington is supposed to be shead.

THE READING OF MRS. O'DONOVAN (ROSSA.)-Our readers are reminded that the elocutionary entertainment of this gifted lady takes place to-night at Hibernian Hall. Her readings have created quite a furore in the principal Southern cities where she has appeared; but apart from the consideration of their intrinsic merit, the noble purpose which au-imates her labors should enlist the warm and substantial sympathy of the public, and especially of every Celtic heart. We bespeak for her a crowded house.

THE DETECTION OF COUNTERPRITS. Since the United States currency has taken the place of specie and State bank bills, the Bank Note Counterfeit Delectors formerly in universal use, have become worthless, and the counterfeiters, owing to the immense increase in the field open to their operations, have gone to work with a skill, patience and care that have enabled them to produce plates, the impressions of which cannot be distinguished by the napracticed eye from the genuine currency. A New York firm has issued a very useful volume, containing plates of all the genuine and the principal counterfeit greenbacks, national bank birls and fractional currency, side by side, accompanied by a microscope, which enables any one to compare them and at once detect the difference. The fine medallion-work in the genuine is too costly and elaborate to be counterfeited with success; but the difference is hardly percepuble to the naked eye. - eagent of the firm in question is now here coliciting subscriptions to the work, and has already obtained the names of many of our principal | them into a fever of expectation.

HOTEL ABBIVALS, APRIL 27 .- Pavition Hotel. E. S. Blakely, Augusta; Thomas M. Savago, A. M. Robert; Georgia; E. W. Mason, C. Murphy, M. Swinton, M. Fanghan, Augusta; J. H. Alke, Columbia; B. Reynolds, Jr., J. B. Watson, James Sumble, J. B. LaSalle, James Orchard, South Carolina; J. B. Moore, Astoria, L. I.; George W. Bee, South Carolina; J. Powe and wife, Anna Powe, Frank Powe, E. Powe, New Jersey; F. Utts, Florence; D. R. Harllee, South Carolina; M. C. Hall, South Carolina; C. B. Chicksey, Washington, District Columbia; John Ferguson, Florida; Dr. R. Haslee, Mars Bluff; C. B. Chiskey. Washington, D. C.; R. E. Clark, Lewisville; George W. Wise, Edgefield.

Charleston Hotel,-John Smith, City; W. J. Smith, F. J. Smythe, B. Joyner, W. L. Gary, G. M. Walker, Columbia ; M. Levy, Georgia Chas. C. Leary, Dr. A. March, L. H. Matthews, W. J. Vereen, New York; E. S. Pritchard, Augusta; J. M. Westmoreland and lady. Green ville; James Gallagher and wife, Connecticut; W. B. Wilkins, New York ; A. Duer, J. Rutter. Pennsylvania; J. A. Foster, South Carolius; Dr. N. S. Lincoln, Washington, D. C.; Mrs Lincoln, Miss Annie Smith, Washington, D. C.; had better lose a half a minute at the start so J. H. Myers, A. J. Hellen, New Jersey; A. Albricht, Baltimore; A. H. Sexton and wife, C. H. Brownlee, Mrs. R. Towers, Miss A. M. Whitehouse, Miss W. Whitehouse, New York: W. Daggett and wife, Wilmington; J. A. Gamble, Florence; Captain Wood, Richmond; R. M. Butler, W. B. Steele, F. E. Taylor, L. W. Sanders, T. Street, city; W. H. McDowell, Wilmingtor.

THE FIREMEN'S GALA DAY.

SPLENDID SPECTACLE.

APPEARANCE OF THE MEN AND THE MA-CHINES.

WAITING FOR THE VERDICT.

The Line of March_Sketches of the Different Companies-The Race for the Cup.The Incidents of the Day

The 27th of April is always a great day in Charleston on account of the interest which is taken by every class and condition in the Annual Parade of the Fire Department. For tion and excitement steadily increases. Chances Charleston News, have this day bought out are canvassed and discussed, old uniform coats CHARLESION News, have this day bought out and hats are drawn from their biding places the presses, type and fixtures of the job print- for the benefit of honorary members or supering office formerly owned by Messrs. Parry & annuated firemen, who are to turn out once Little, and will in future conduct the same as more; the engines are rubbed and polished until every particle of brass and copper shines like a miniature sun; new recruits are drafted in by the score to swell the number at the ropes; and from one paraded by each company: singular. The Fire Department of Charleston bears upon its rolls more than one thousand men, the flower of the intelligence and worth every profession, and the oldest and most venerable citizen has deeply at heart the victor of the company to which his boys belong. In their ardor and zeal he sees renewed his own lusty youth, and by their aid recalls the days when he too, belted and helmeted with th best of them, might march on the annual par ade. The ladies, also, take a lively interest in the appearance of the companies, and weave with nimble fingers wreaths and coronals with which to adorn the machines. And when the labor of love is done, they are found along the line of march to cheer the young combatants with their presence and encourage them with their smiles. This is the ordinary condition of Charleston

upon parade day, but this year the agitation and excitement have been greater than ever before. There was never a fireman's parade so anxiously looked for, or so much the subject of discussion and calculation, as that of yesterday. A change was made in the whole plan of the parade. It had been the custom for the different companies to assemble and march through the city in the forenoon, the playing off taking place in the afternoon. This playing off was the trial which determined who should possess the prize. Each engine in turn was brought out and played its best, the company throwing solid water the greatest distance being the victor and receiving the silver cup. This was an excellent test as far as it went. but it did not prove what was the relative efficiency for fire purposes of the different companies. A hand engine or a steamer might be bought at great expense which would throw ten inches or even ten feet farther than the engines already in the department. This engine would carry off the prize, not by the superior skill and industry of the men, but by the greater cost of the machinery. And it might happen that the engine so victorious would be the last to arrive at a fire, and therefore of the lowest order of practical efficiency. A love of fair play is the great characteristic of Charleston firemen. Many of them felt that they were laboring under great disadvantages. But all they had to do was to obey orders, and keep to the rules laid down for their guidance. And this they did. The whole subject was, however, brought before the Board of Firemasters by the First Assistant Chief of the Department, R. M. Alexander, Esq., who prepared a plan which should make the annual parade a true trial of the merits of the different companies. This plan was maturely considered, and a set of rules were drawn up for carrying it into effect.

The New Plan.

being equal, 18 the one which can traverse a given length in the shortest space of time. is. What the details are will be seen by the following extract from the rules:

The exercises will begin by the hand en The exercises will begin by the hand engines starting from the corner of Queen and Meeting streets, in the same condition as going to to a fire, running four hundred yards, with eight men to the one thousand pounds weight of engine, reeling off one hundred feet of hose at the termination of the four hundred yards, taking suction from the drain pit in Meeting street. Opposite Havne and playing fifty feet street, opposite Hayne, and playing fifty feet.
As soon as the fifty feet is obtained the time will be called. The steamers will follow the same regula-

The steamers will follow the same regulations, except that they are allowed five men to the one thousand pounds weight of engine (not including engineer and fireman.) Steamers will be allowed to carry what water and such fuel as they desire. No member pulling on the reels will be allowed to handle the engines during the run. Fires to start engines will commence when the word is given by the starting judges, and engines to be ready at ten minutes' notice. Cold water must be in all the heilers and the hoilers must be cool. Any minutes' notice. Cold water must be in all the boilers, and the boilers must be cool. Any engine having heated water in their boilers will be ruled out. After the fifty feet is ob-tained, each engine will be allowed to remain at the pit ten minutes, but not to exercise. at the pit ten minutes, but not to exercise.

Hose reels may precede the engines on the run, but will start together. The men run-

run, but will start together. The men run-ning the hose reels may extend one hundred feet of hose, attach the pipe and work the engine. One officer from each steamer and hand engine to be appointed to inspect the boilers, suctions and boxes, and to see that the brakes are strapped down and secured in the usual manner.

the usual manner.

The double-break hand engines will be allowed to use their lower brakes only, if they so

This programme was wholly and entirely different from any that the firemen had had before, and it was not surprising that it threw

Making Ready.

For the last month the different companies have been making ready; and during the last eight or ten days they appear to have been practicing every night. Most of them tried the regular course in Meeting-street; but there were others who preferred to keep perfectly quiet, to practice at a distance, and to trust to bone and sinew to rattle them over the

stones when the trying moment came. There were some few mishaps, of course. Firemen will run fast and shout till the welkin rings, the consequences of which are a probable stumble and an inevitable cout of breath." All, too, were encouraged by the thought that they had a chance of carrying off the coveted prize. Some relied on their staying power, others upon their cash. One party thought that muscle was not genteel, and another was of the firm opinion that the clerks and lawyers would soon play out. A hundred patent plans for carrying off the cup to a dead certainty were proposed. One young fireman advised the runners to go easy until they reached the top of the grade by Cameron & Barkley's building, and then go it with a rush. A second urged them to make time while they could. A third thought the steamers as to be sure of a full head of steam when they began to play. A fourth-and a wary old fireman he is-vowed that the whole secret of success lay in seven words-pull steadily and

keep your mouths shut! The rivalry was not confined to winning the piece of plate. There was a laudable desire to turn out the largest number of men. Between the Vigilant and the Phonix the contest was A. L. Hammond, Surgeon.

unusually sharp. At the last parade the Vigilant reported one hundred and eight men prossent, and the Phonix one hundred and one the point of it all being that no company had ever paraded as many men as the Vigilant. The Phoenix determined to carry off the palm if possible, and went to work with a will, enrolling new members and bringing out the old. The Vigilant was not asleep, and brought in new men by the score. No one was permitted to know what their strength would be. Ruses and subterfuges were in vain. Only yesterday morning should tell the tale, and the report was Vigilant 234, and Phoenix 223. Our hand to both loser and winner, for the fight was a hard and fair one!

And while others were busy, the men who had been detriled to run with the engines and man the brakes were not idle. They sought weeks before the eventful morning the expecta- after easy boots and strong belts, practiced holding their wind, and moved about with the bigness and importance becoming those upon the legs and arms of whom would depend the fortunes of the day.

The following table shows the official weights

of the several engines, and the number of men allowed to drag and work each. The same table shows the strength of the Charleston Fire Department, and the number of men

HAND ENGINES.		
		No. Me
		paraded
Vigilant3680		23
Germa		6
Hope3860		4
Stonewall3400	27	4
STEAMERS.		
Pioneer 4880	24	4
Eagle	27	22
Phoenix	26	
Ætna4540		6
Marion	23	5
Palmetto		4
Washington4640		. 7
Young America 6183	31	4
PH have to the	State .	98
	Pounds. Vigilant	No. Men Pounds allowed 29

HOOK AND LADDER COMPANIES. Charleston Hook and Ladder Company, No VISITING COMPANIES. Weight. No. Men

Washington, of Augusta, (hand) .2700 Washington, of Augusta, (steamer). 5466 Palmetto, of Columbia, (hand)... 3460 Winyah, of Georgetown, (hand)... 1950 The Day

Was cool and pleasant, the rain of Monday night baving laid the dust and made things agreeable. At an earlier hour than usual the city was astir, and, by nine o'clock, the streets were emptying their thousands into the thoroughfares through which the procession was to pass. King and Meeting streets were packed and jammed with a smiling, bowing and cheering mass. Every window of every house was the frame of some pretty face, while the balconies of the hotels, the embroidery of silks and laces, the fringe of lovely shapes and the mingling of laughing eyes, dimpled cheeks. and waving kerchiefs, were a sight that would have charmed the caze of the most flinty octogenarian.

With commendable punctuality, the various ompanies assembled between nine and ten clock on the Citadel Green, the Pioneer eing the first to come on the ground. They were at once formed in the order of march. and, as soon as these arrangements were com-

pleted, the procession moved. It is proper to remark here that the military authorities exhibited the courtesy which was always considered to be the attribute of "old army officers." by affording every facility to the chief and his assistants in the preservation of order among hoi polloi. Sentries were stationed at the several gates, and spared the firemen the infliction of that horde of little freedmen-worse, than musquito bitcs-wno dart nither and thither, and are the bane of erously tendered to the regimental band at Columbia, which was expected with the Palmet- McLaughlin, chairman; J. F. Kean, J. B. Bot toes of that city.

The Procession.

At about 10 A. M. the procession was formed, and, amid the cheering and hustling of the crowd, the line moved on.

playing, with all the vigor of which sto given distance and throw a stream of water of lungs and brazen throats are capable, the music being followed by M. H. Nathan. This is the whole theory, and a sound one it Esq., the Chief of the Department; R. M. Alexander, First Assistant Chief; C. P. Aimar, Second Assistant Chief; F. L. O'Neill, Third Assistant Chief, and B. M. Strobel, Clerk of the Board. These gentlemen wore their handsome saffron colored frocks, with elaborate hats and handsome belts. Chief Nathan wore the massive gold badge and the helmet presented to him by the New York Fire Department. These were followed by Mayor Clark and Aldermen Whilden, Honour, Olney, Potter, Geddings, Lindstrom, Cade, Voigt, Moore and Dereef.

WOOK AND LADDER COMPANY NO. 1 Was at the head of the column. The men were all in uniform-red shirts, black pants and belts. The number of men paraded was 30. This company was incorporated on December 13, 1865, and has its truck house in Queen-street. The truck was built by C. E. Hartshorn, of New York, and has five ladders, ranging from ten to torty-two feet in length. The officers are : Joseph Hilton, Foreman; A. H. Barber, Assistant Foreman; A. P. Jarvis, Secretary; J. B. Little, Treasurer; and C. Win ate Recorder.

The truck was prettily wreathed with flowers. and over the whole waved two United States

THE CHARLESTON FIRE COMPANY OF AXMEN. More familiarly known as "the Pioneer," came next in line. This is the oldest fire company n Charleston, having been incorporated in 1801. The engine was built by Clapp & Jones. of New York, in 1866, and has a heating surface of four hundred square feet. The pumps will discharge three hundred and fitty gallons per minute. The uniform of the Pioneers is white, trammed with red, with black pants, and the men, 45 of whom paraded, looked as if they meant business. The officers of the company are T. S. O'Brien, President; Wm. Knox, Vice-President; W. Minnis, First Director; H. C. Carnigan, Second Director; Joseph Beattie, Third D:rector; W. R. Welling, Fourth Director; L. Cantwell, Treasurer; F. J. Green, Secretary; J. C. Sig vald, Engineer; W. Ham, Assistant Engineer; C. E. Sureau and Ge W. Marley, Axmen; J. E. Burke, Solicitor.

Around the wheels of the engine flowers and evergreens were twined, the body being decorated with bouquets and garlands. It was a handsome affair. Among the ex-officers and old members of the company who turned out on yesterday, were ex-President Enston, ex-Vice-President Brown, and ex-Director Martin. The ash-pan of this engine was broken in entering the Citadel Green, but no serious harm

was done. THE EAGLE FIRE ENGINE COMPANY. Being the next oldest company, followed the Pioneer. The engine, (steamer,) was built by Button & Blake, of New York, in 1869, the company itself being incorporated in 1818. The uniform of the Eagles is red tunic and black pants, and 47 of them paraded. The officers of the company are : Wm. R. McIntosh, President; Chas. F. Beaufort, Vice-President; Chas. Byrnes, First Director; Wm. Noite, Second Director; W. Shokes, Third Director; W. D. Gradick, Fourth Director; A. Marion Cohen, Secretary; O. E. Johnson, Treasurer; J. O. Lynes and J. Westendorff, Axmen; J. L. Bunch, Hallkeeper: R. S. Daryea, Solicitor; morning. Among the ex-officers present

The floral decorations of this engine were Among the old members of the company present were Messrs. H. Chanson, S. Heath and R. S. Bize. At the head of the company was carried the company flag, with the State motto. Animus Opibusque Parati.

THE VIGILANT Hand engine company came next. This com pany was formed in 1817, and incorporated in 1819, and has always been a favorite in the city. The uniform of the men, white coats with red facings and blue trimming, and white pants with blue cord, is particularly neat. Extraordinary efforts were made by the Vigilante to turn out yesterday in full force, and they paraded 234 men. Among these were Mr Samuel Lord, Sr., Mr. Jacob F. Schirmer, and Mr. Philip P. Hoff, the only survivors of the original members of the company. Ex-Presidents C. H. West, H. F. Baker, A. St. Amand and A. P. Truche were also in the line. The engine was built by Wm. Jeffers, of Pawneket, Rhole Island, in 1855. The officers of dent; L. D. Mowry, Vice-President; S. W. new pin. Fisher, Jr., First Director; J. M. Baker, Second THE WASHINGTON FIRE ENGINE (HAND) COM Director; J. J. O'Neill, Third Director; J. C. Huger, Fourth Director; John T. Humphreys. Secretary; G. A. Follin, Treasurer; T. J. Snowden and Julian Barbot, Axmen; Charles H. Simonton, Solicitor; Augustus Fitch, M. D., Surgeon.

The Vigilant machine was so covered with bouquets, wreaths and garlands that it looked more like a flower garden than a modest Charleston engine. The whole of the decorations were in good taste, and showed that the Vigilants had many a floral friend. Besides the old members of the company already named, many honorary members answered to their names. Among these were Messrs. E. Lafitte, E. Fourgeaud and K. B. Simons.

THE PHŒNIX. After the Vigilants came the grey-coated Phonix boys. This company was incorporated in 1826, and has its engine house in Cumberland-street. The engine was built in 1866, by Wm. Jeffers & Co., of Pautucket, R. I. The number of men on parade was 223. The offiers of the company are: George Tupper, President; P. Galsden Hasell, Vice-President; Wm. Aiken Kelly, First Director; Augustine T. Smythe, Second Director; Saml. Wiley. Third Director; Charles Pennal, Fourth Direct tor; W. Williman, Secretary; E. A. Smythe, Treasurer: John P. Deveaux, Engineer: Wm. M. Muckenfuss, Solicitor: W. B. Yates, Chanlain: Robert Lebby Surgeon

The Phoenix engine was made bright and beautiful by knots of ribbon, mingled with bunches of flowers and garlands of evergreens. The decorations were charming, and the engine and reel might well contend with any others on the ground for the palm of beauty. The company banner was carried at the head of the line. Among the ex-officers were ex-Presidents W. E. Holmes and F. D. Pincknev

THE GEORGIA STEAM FIRE ENGINE COMPANY, OF

Came next in order. This was one of the visit ing co ppanies. The engine is nearly new, and was fully described when it passed through Charleston on its way to Augusta a few weeks ago. 29 men were in line. Their uniform is a gray frock coat with red binding, white belt with blue binding, dove colored cap with a silver wreath, black pants. The officers of the company are: Captain. George Adams: First Lieutenant, George W. McLaughlin: Second Lieutenant, T. W. Henry; Secretary, George W. Broadhurst; Treasurer, W. T. Williams; Pipeman J. K. McLaugnin; Engineer, John F. H. Keen; Assistant Engineer, J. B. Bottom. The engine was brought down from Augusta by the following delegation: Messrs. James tom, J. J. Cohen, H. M. Levy, F. B. McKoy, M. Finch, S. Saling, and Tom Hall, colored

waitingman. This engine, as "one of the guests" of the department, was eagerly looked for and gen-At the head was Muller's Eutaw band, erally admired. It was smothered in wreaths flowers, and was not surpassed by any steamer in the line. On the engine was a fine photograph of J. B. Piatt, Esq., ex-Chief Engineer of the Augusta Fire Department.

THE ÆINA STEAM FIRE ENGINE COMPANY Was next in order. This is one of the old companies, having been incorporated in 1830. The engine was built by Clapp & Jones, and put into service in March, 1866. The uniform of the company is red coat and white pants, and it turned out 64 men. The officers of the company are: E. Willis, President; S. Nipson, Vice-President; J. J. Monroe, First Director; T. Lyons, Second Director; C. A. Van Dohlen. Third Director; James Wilson, Fourth Director; John B. Nixon, Secretary; Oran Bassett, Treasurer; Charles C. Wightman, Engineer.

The engine and hose reel were elaborately ornamented with flowers, woven into every shape, and upon the former was a pretty tricolored flag. The metal work was polished to an almost painful brightness, and the whole of the machinery was evidently in perfect order. Among the ex-officers present was ex-President Sweegau.

THE HOOK AND LADDER COMPANY, NO. 2, Followed the Einas. This company was organized last year from the Charleston Fire Company, one of the oldest in the department, and made its first annual parade in 1868. It then had on the rolls 45 men, and paraded yesterday 45 men, dressed in red blouses with black pants. The officers of the company are : J. C. Lacoste, Foreman; W. H. Morris, Assistant Foreman; George McLain, Secretary; Samuel Webb, Treasurer; Charles F. Titt, Hallkeeper; W. M. Fitch, M. D., Surgeon; H. W. Schroder, Solicitor.

The truck was thickly covered with floral emblems, a trophy of evergreens and flowers crowning the whole. One wreath of roses was particularly beautiful. On the side of the truck was a trophy representing the front of a house on fire, with the ladder in position, and a gallant member of No. 2 rescuing a woman from the flames. This was presented to the company by a young lady.

The United States Drum Corps here had a place in the procession.

THE MARION STEAM FIRE ENGINE COMPANY Came next, parading 57 men, dressed in red jackets and black pants. The engine was built by M. R. Clapp, of New York, in 1866. The engine house, in Cannou-street, is owned by the company. The hose carriage was built in Charleston by H. Stenkin. The officers of the company are: R. C. Barkley, President; T. S. Sigwald, Vice-President; George McNeill. First Director; J. W. Jackson, Second Director; G. F. Buchheit, Third Director; -Fourth Director; George A. Calder, Secretary; A. J. Jager, Treasurer; W. H. Sigwald, En-

The Marion engine was indeed a pretty sight, although the sad wreaths of crape which were twined among the flowers, reminded the company of the sudden and unexpected death of Fourth Director O'Mara. On the engine was ablue flag with the pet name "Little Annie." The flag was richly embroidered and fringed with silver, and was a present to the company from a lady. The fex presented to the company by the Philadelphia Fire Department lay on the hose reel in a bed of roses, and in a cage was the live fox, presented by the Phoenix boys to the Marions yesterday

were ex Presidents F. Michel and W. Ronan.

THE GERMAN ENGINE COMPANY so arranged as to allow the burnished metal, Followed the Marion; and the tine and stalshining like a mirror, to be plainly seen; and wart men of which it is composed showed to above them fluttered a flag of white silk. the best advantage. They have a fine machine, which carried off the prize in 1867, and made an attractive display. The company was incorporated in 1839, and paraded 66 men, dressed in red coats with blue facings and black pants. The following are the officers of the company: John H. Albers, President; First Vice-President, J. F. Johanns; Second Vice-President, H. H. Von Eitzen: First Director, J. F. Lilienthal; Second Director, H. Wohlken; Third Director, George Marienhoff: Fourth Director, G. Apeler : Fifth Director, Wm. Bahntge: Sixth Director, N. Neumann; Secretary, Gerhard Biecke; Treasurer, Wm. Brunges; Axmen, Louis Schwabe and F. Wieters; Hallkeeper, John Morten. The officers of this company wear shoulder-straps as insignia of

The Germans showed their usual good taste in decorating their engine and reel. The wheels were entwined with exquisite garlands. and one wreath, presented by two ladios, was especially remarkable for its beauty. Every the company are: Samuel Y. Tupper, Presi- inch of the engine and reel was as clean as

PANY, OF AUGUSTA, GEO., One of the visiting companies, followed the brawny Germans. The company is about seventy-five years old, having been incorporated in 1794. The engine is of the Hunneman pattern, and is adorned with a picture of William Bryson, Chief of the Augusta Fire Department. The hose reel was manned by the Citizen Fire Company, of Augusta: The Washington had 34 men in line. Their uniform is a red shirt and black pants. The Citizen had 21 men, in a uniform very much the same as that of the Washingtons.

The engine was neatly but richly decorated, and had in front a shield with the inscription, "Washington. Welcome, Arril 27, 1869."

THE PALMETTO STEAM FIRE ENGINE COMPANY Came next. This company was incorporated in 1840, and paraded yesterday 45 men, dressed in red shirts and black pants. The Palmetto steamer is one of the most powerful in the city, as has been proved by repeated trials. It was built by the Amoskeag Company, Manchester, N. H., in 1867, and weighs 5200 pounds. At the parade of 1868, she threw solid water 248 feet. The officers of the company are: Hugh Ferguson, President; Joseph Reddock, Vice-President: Thomas McIstyre, First Director; J. P. Gordon, Second Director; John Slattery, Third Director; J. F. Byrns, Fourth Director; Alexander Duncan, Secre'ary; W. T. Ruger, Treasurer; Thomas Miller, Engineer; Thomas Corcoran, P. F. May, Edward Coleman and L. May, Axmen; John May, Hallkeeper.

The Palmettoes came on the ground inspired by the remembrance of former successes. On ribbons which were attached to the engine were the words : Victors in 1867, 252 feet ; victors in 1868, 248 feet. The wheels were wreathed with flowers, the whole of the decorations being elegantly arranged. Ex-Vice-President Duncan paraded with the company. The Palmetto was drawn by four fine horses.

THE HOPE (HAND) ENGINE COMPANY Came next in order. This company turned out in good force, parading 43 men, in red coats and black pants. It was incorporated in 1843, and its engine was built by Button & Blake, of New York, in 1858. The officers of company are: W. H. Smith, President; B. P. Seymour, Vice-President; W. Brookbanks, First Director; J. J. Monaghan, Second Director; John Cammer, Third Director; John Kenny, Fourth Director; W. T. O'Neill and B. F. Puckhaber. Axmen.

The ornaments of the Hope were as fresh nd bright a There was a profusion of garlands, wreaths and bouquets, and a chaste white silk banner bearing an anchor. Among the old members of the company who were present were Messrs. Darby, Brookbanks and Patterson.

THE WASHINGTON STEAM FIRE ENGINE COMPANY Wee the next in line. This company was incorporated in 1849, and has a Clapp & Jones engine, built in 1866. The officers of the company are: James M. Carson, President; L. Cavanaugh, Vice-President; T. E. Hogan, First Director: T. N. Brown, Second Director; B. P. Maull, Third Director; J. D. Murphy, Fourth Director; C. Y. Bichardson, Secretary; C. H. Schwing, Treasurer; M. O'Mara, A. Axson and

J. E. Passalaigue, Axmon. The Washingtons succeeded to a marvel in decorating their engine and reel, in an elegant and attractive manner. Among the ex-officers at the drags were : Ex-President James Mashburn, ex-Vice President S. J. L. Mathews, and ex Directors John F. Seyle, T. O. Aimar, and Wm. Kcessel. ...

THE PALMETTO ENGINE COMPANY, OF COLUMBIA, Followed the Washington. This company has a Jeffers hand engine of great power, and in fine order. Around the brakes is now coiled a huge rattlesnake-in cloth. The company paraded 47 men who wore their uniform-red coats trimmed and faced with black velvet. black felt hat and black pants.

The Palmetto is a very handsome machine. and the wood-work and metal-work were highly polished. The decorations were not elabor rate, but they were tasteful and neat.

THE STOPEWALL FIRE ENGINE COMPANY Followed, with their beautiful hand engine, which made its first appearance last year The gray coats and white pants of the men made an attractive and suggestive uniform, and the 48 men who answered to their names looked as though they were ready for any emergency. This company was incorporated in 1866, and has a Jeffers eugine, built in 1857. The officers are: G. Lamb Buist, President; John E. Boinest, Vice-President; F. A. Silcox, First Director; John R. Hill, Second Director; C. W. Seignious, Third Director; E. W. Blake, Fourth Director; W. G. Miller, Secretary; B. S. Riggs, E. W. Biake and E. T. West, Axnien; General James Conner, Solicitor; Dr. J. Fomers Buist, Surgeon; Rev. John Bachman. D. D., Chaplain; C. A. Aimar, Treasurer.

The Stonewall see ned to roll upon flowers and to be worked by floral power, so hidden were the wheels and brakes with evergreens and roses. On the engine was the flag of "Our Lizzie," and on the hose reel there was a blue silk banner. Among the ex-officers present were ex-Vice-Presidents J. Scherfesee and T. S.

THE WINYAH (HAND) ENGINE COMPANY, OF GEORGETOWN,

Another visiting company, was next in line. The engine is a small one, of the Hunneman pattern, and was formerly, we believe, one of the Charleston engines. Twenty-six men came from Georgetown with the machine, their uniform being a red jacket with a white star on the collar, and black pants. They were accompanied by a delegation from the Salamander Fire Company, of Georgetown-six in number. The Salamanders wore red shirts trimmed with black, and black pants. The Winyah did not afford much room for

elaborate decoration, but it had its share of evergreens and flowers. On the machine was the motto of the company : " Pro Bono Pub-

THE YOUNG AMERICA STEAM FIRE ENGINE COM-PANY

Closed the procession of engines. This company was incorporated in 1866, and has a steam engine, built by Silsby, of New York. the only rotary engine in the department. The dress of the company is a red shirt and black pants, and 42 men were paraded. The officers

of the company are : J. W. Guy, President; M. Divine, Vice-President; J. L. Markee, First Director; J. Quinn, Second Director; M. Farrel, Third Director ; G. G. Reyter, Fourth Director; James S. Westendorff, Treasurer: J. T. Maher, Secretary; J. Rosis, Engineer; W. Mahoney, Assistant Engineer; M. Lawler, F. Callahan, T. Monahan and T. C. Patterson, Ax-

The Young America was drawn by four bay horses, who must have found it a task to move the violet and white wreaths and the masses of verdure which adorned the machine. On both engine and reel were handsomely painted scrolls with the company motto: "Where duty calls, there you'll find us." The Line of March

Was down Calhoun to King, through King to

Hasel, and through Meeting to Broad-street,

where in front of the Guardhouse the line was

inspected by the Mayor and Aldermen. Atter passing down Broad to New, the column counermarched and returned to the vicinity of the

Mills House, which was

The Starting Point This consisted of a gallows-like arrangement srected in the centre of Meeting-street at the unction of Queen. A large red ball, run down by halyards, indicated to the judges in front of the Charleston Hotel the exact moment of B. Olney and A. Stemmerman. As each engine came up to this point it was examined by a committee consisting of one director from each contesting company. This, it will be observed, insured fair play to all, and no engine was allowed to start until every requirement of the regulations of the day had been religiously complied with by its officers. In each instance care was, of course, taken to select the most active and muscular men in the company for the contest,

The Goal.

Twelve hundred yards distant by actual mea-

surement, on the corner of Havne and Meet ing streets, was the fire-well from which each company was to draw and throw water. At the bottom of this well a basket was arranged to prevent the suctions from touching bottom. One hundred feet beyond this was the central point of attraction. Here the stream darted from the pozzle, and a rope fifty feet in length measured the first splash of water that touch ed the mark. At this point Messrs. Geo. H. Walter and W. G. Whilden acted as judges, and, provided with stop watches, noted the dropping of the ball, the starting of the several companies and the instant that water was thrown to the required limit. The entire street between Pinckney and Hayne streets was enclosed by ropes, which were closely guarded by a cordon of policemen, who most effectually did their duty in keeping clear that portion of the thoroughfare. Not even the memorable vellow-tailed dog which, as usual, made its appearance on the scene was permitted to go unscathed, and, between the batons of the police and the innumerable legs of still more innumerable Ethiopians who fringed the sidewalks the poor canine must have realized the truth that however easy it is to get into trouble, it is not so easy to get out. Besides the indges. members of the press, and the chief and his assistants, no one was allowed to remain within the enclosure. On this theatre of action, probably ten thousand pair of eyes, set in every species of frame imaginable, looked from porch and window and house-top, to say nothing of the sidewalks, which in their monotony

The first in the programme were the hand engines, and of these the first to start was the Vigilant. Twenty-nine men, good and true, had been picked to tussle for the bonors of the o'clock, in ran the long white streak bending to its work. Less than two minutes roll by and they are on the ground. The cap is lifted from the wheel; with the precision of welldrilled soldiers every hand finds its place; the lower brakes are unstrapped and dropped into position; the hose is unrolled and the nozzle attached; and apparently before half a dozen strokes are given-while the crowd are vet wondering-the stream darts out at one dash to its limit of fifty-feet, the judge shouts time! and a cheer rends the air. The entire performance is finished in and trucks—that is to say, among the masses. less time than we can record it, and in a minute more the announcement is made that the Vigilants have done the'r work in two minutes and thirteen seconds. Until then, every man on the ropes and at the brakes had neld his breath as if bent on doing his whole duty and nothing but his duty. Indeed, the order of their President had been-"No foolishness to-day, boys, and not a drop until you have won a cup to drink it in;" and, true to their instructions, the Vigilants bent to their task with a vim and machine-like motion that were not excelled during the day.

of coloring reminded one of a dense lining of

The next hand engine in order was the German. Sturdy fellows those, too, with abundance of muscle, and pluck written all over their broad faces. The ball drops, and the next we see through the ritt in the crowd that sways to the pressure of the police, is a line of red. something like a stick of sealing-wax in motion. coming forward at a genuine Teutonic trot. They make capital time-reach the well, and five seconds. Tremendous cheering, and a like their predecessors, without any fuss, get great number of hats thrown up in the air. o work. A dozen strokes bring the water, and few seconds more there stands out upon the blackboard before the gaze of the multitude, German, 2 minutes 15 seconds." The friends of the German vent their admiration on the air, and in truth it was a noble achievement

In starting this company, some point was made as to the propriety of strapping their dollars to five were offered that she wound beat brakes. It was stated by the officers, however, that straps had never been used, and the omission was accordingly allowed, with the understanding that if the breaks fell during the run, the company would be ruled out.

Next followed the Washingtons, of Augusta Ga., trim-looking fellows; well disciplined and dashing. As they came bounding up the street at a tremendous pace, the Charleston companies hi-hi thom with a lung-splitting chorus that is stimulating; but, unfortunately, snap go the drag ropes of the reel. The engine reaches the ground, but there is a loss of time in repairing damages and again getting under way, and the result written on the black board is-"washington, three minutes." What they might have done, but for this mishap, gobody could predict, but every one sympathized with their misfortune, and wished the rope in Halifax.

Subsequently, the captain of the company requested the privilege of a second trial, but Weed, R. Tesker, William Lessesne, William the Firemasters after consultation, agreed that Miller, E. Follin, T. T. Hall, and Julius Brownaccidents were a part of the chances of the day, and it would be improper to establish a precedent in favor of even a guest.

The Hope now took the street and came dashing along at brave speed, made an admirable run to the well, and looked mischievous but again came one of those unaccountable delays which cannot be anticipated or explained. Somehow the water wouldn't come when it was wanted, and the consequence was that and W. Webb. when the pipe dropped, two minutes and fortyone seconds was the only score the Hopes had made. We learned, however, from members of the company, that in practice they had "done the deed" in two minutes and six seconds. It ought also to be stated that while entitled to thirty men, there were but seventeen on the ropes and brakes.

Now for the Stonewalls. There must be something peculiarly fascinating in that old

gray uniform, for the ladies wave countless benedictions from the windows on either side of the street. If the fair creatures could yell like the baser crowd on the walks they would probably join in such rip-roaring, coat tail elevating, leg elongating ejaculations as were . heard down below. "Go it Stonewall;" "give it to her:" "bully for von;" hi yah! All of which, of course, made the Stonewalls move with remarkable alacrity; so much so indeed, that every body expected to see them take the dilapidated linen off the shrubbery. But that truth telling black-board-"2 minutes 27 seconds." And figures you know never lie. On other occasions they have done this thing in 2:15.

The "Stonewalls" are too generous, however. to grumble about anything, and cheering for their friends and compatriots, the "Vigilants," they give place to

The Winvah Fire Company, of Georgetown. modest little company, but "true blue," every man of them. They have an old-fashioned machine, such as our forefathers swore by and got crazy over, just as the boys do now over the latest trickeries of art-a sort of Rip Van Winkle on wheels-but depend upon it reader, the men at the brakes know their business; and Georgetown needn't feel as if she was in the background in this great city quiestarting. The starting judges were Messra. H. bration. There is a handsome run, prompt B. Olney and A. Stemmerman. As each engine work at the well, a good display of murchs. and the sign reads: "Winyaw. 2m. 89s." Not so had.

> Tue Palmettoes, of Columbia, follow. Some enemy has been trying to write them down. while seeming to write them up, but they come to the scratch like noble men, who have fought such fire as few in this State at least have looked upon. The emblematic rattleshake is laid aside, and their "piano" is trimmed to its gravest task. Its thirty men are the pick of hardy, industrious fellows, who know how to use arms and legs, and they make a run which was not surpassed, as we are informed, by any other company on the ground. Another hitch at the well, however. Accustomed, like the Georgians, to fill their engines from hydrants. they are unfamiliar with the suction system that prevails here, and hence delay. It is unfortunate, but not to be helped. Water comes only after twenty-one sturdy strokes, and two minutes thirty-three seconds is all that is recorded. Still that calls for the second prize for the hand engines. Hurrah for the Palmettoes, says everybody, and so say we.

> THE HOOK AND LADDEB COMPANIES. Next on the programme is the contest bctween the Hook and Ladder Companies. The excitement on this subject is very great, and heavy bets are pending as to the result. For many weeks the practicing has been active, and the two companies are in prime condition as regards skill and discipline.

Charleston Hook and Ladder, No. 1, have the start. Bending gallantly to their work, they come dashing from the corner 1200 yards away; the truck swings around, just sweeping the heads of the crowd; the ladders are lifted off as if by machinery, and the longest rises quickly against the steep sides of the wall on the corner of Hayne and Meeting-streets. Scarcely does it touch the wall before one of the members, Mr. J. C. May, is on the rounds; less than half a minute he has gone to the top, thrown his arms and legs around the sides and glided to the bottom. The ladders are gathered, laid back, strapped, and the company is in marching order in two minutes and eight seconds.

Charleston No. 2. How easy the task, but there is an immense crowd on the street, and as the truck about reaches the point of trial. two or three persons are knocked down; there is a temporary confusion; somebody is under the wheel, and Captain Lacoste promptly gives This time the streets are cleared, and the come pany moves in fine etyle. In precisely the same manner as above described, the largest ladder is thrown against the wall; Mr. Charles Tift; a member, ascends and descends, and then the ladders are replaced. Strange to say, the time of both companies is precisely the same, viz: 2 minutes and 8 seconds. Both decline second trial.

Less excitement attended the trial of the steamers than attached to the hand engines. outside of the "profession." The Pioneer was the first to start, was very quick in getting off, equally prompt in making

steam, and threw her fifty feet of water in minutes and 51 seconds The Eagle accomplished her task in 5 minntes and 38 seconds.

The Phonix found some trouble in making steam or water-we do not know which. Time: 9 minutes 56 seconds.

Ditto, ditto, for the Georgia of Augusta-a very handsome machine, but evidently not socustomed to boiling salt water. Time 18 minutes 38 seconds. The Ætna did a good thing, an l a bold one.

Her engineer gave her a minute and a half at the starting point: then a minute and a half for the run to the well, and guaranteed steam and water in a minute and a half more. Within five seconds his calculations proved true; that, is to say her time was four minutes and thirty-The Marion did her work in 9 minutes and 12 seconds.

The Palmetto was in a fair way to succeed, when somebody called "time," which made the engineer shut off water, thereby losing several seconds. As it was the machine made the handsome time of 4m. 53s. One hundred the Washington The Washington followed the Palmetto and

ma de a splendid run; but fost vantage at the well, and her score stood 5 minutes 40 seconds. The Young America closed the practice of the day, and had written against her a record of nine minutes. The Winning Companies.

As a matter of interest to the friends of the two Charleston Companies taking the prizes, we subjoin the names of the picked men of the respective squads:

Joseph Torrent, John Torrent, James A. Lafit e, Anthony Barbot, Julian Barbot, F. C. Rantin, L. R. Reid, S. B. Thomas, H. J. O'Neill, H. V. Angel, W. H. Evans, P. L. Cleapor, James McElroy, John Gonzales, G. W. Pemberton, William Timmons, E. F. Schachte, A. B. Muray, W. L. Simmons, W. S. Hastie, Jr., T. G. Snowden, Lawrence Toomer, Robert-

THE MINA. C. C. Wightman, Eugineer; J. B. Nixon, time-keeper for engineer; J. F. Roil, C. A. Van Dohlen, Thomas Watson, M. F. Nixon, J. C. Rabb, E. Rose, J. McLeish, C. Momeier, T. J. Heidt, W. H. Harvey, W. H. Forbes, J. E. Brower, S. W. Harvey, W. H. Bolger, P. F. Dunning, J. J. Nipson, T. Leitch, J. T. Wilson, W. Schmidt, John Wincey, J. Wild, A. Walton

The following is a summary of the time :

